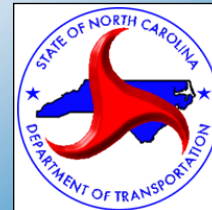


Pittsboro Comprehensive Transportation Plan



NCDOT Transportation
Planning Branch

September 22, 2010



Overview

- What is a Comprehensive Transportation Plan
- How the CTP fits into the planning process
- Benefits of a CTP
- CTP process
- Next Steps
- Q&A

Consultant Support

- Wilbur Smith Associates
- Extensive experience with transportation planning, traffic forecasting, and roadway design
- Facilitate coordination between the study's stakeholders:
 - State government;
 - Local government;
 - Private developers; and,
 - the Community



What is a CTP?



(Comprehensive Transportation Plan)

- A long-range, multi-modal transportation plan
- Developed cooperatively with NCDOT, the local planning organizations, and representatives from the municipality and county
- Emphasizes incorporating local land use plans and community goals
- Adopted at 3 levels – local (municipality/county), regional (MPO/RPO), and state (NCDOT)

Updated Long Range Planning Process

Thoroughfare Plan

The Old Way –
Highway Intensive



Comprehensive Transportation Plan (CTP)

The NEW WAY!

~Multi-modal~



Components of a CTP

- Map set and written report
- Multi-modal
 - Highway
 - Public Transportation and Rail
 - Bicycle
 - Pedestrian



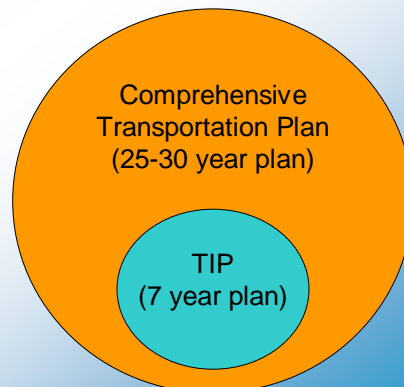
Components of a CTP (cont.)

- Recommendations
 - Existing, Needs Improvement, Recommended
- Highway Categories
 - Freeways, Expressways, Boulevards, Other Major Thoroughfares, Minor Thoroughfares
- The current effort in Pittsboro is *focusing solely on the Highway element of the CTP*

Where does a CTP fit in the big picture with an RPO?

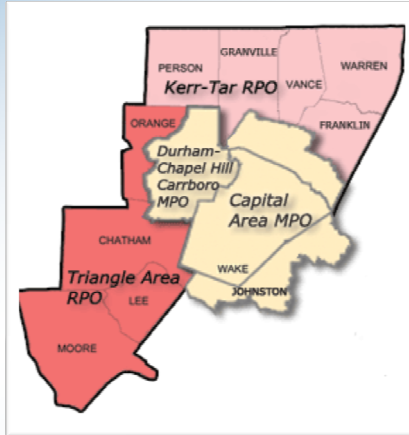
➔ Projects would be selected from a CTP for inclusion in the Transportation Improvement Program (TIP)

- RPO = Rural Planning Organization
 - Triangle Area RPO
- The CTP has a 25-30 year time span and is not fiscally constrained
- TIP is a 7-year planning document and funding schedule, adopted by NCDOT Board of Transportation



Triangle Area RPO Boundaries

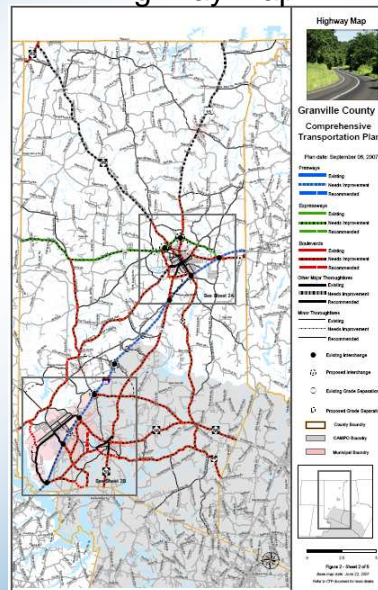
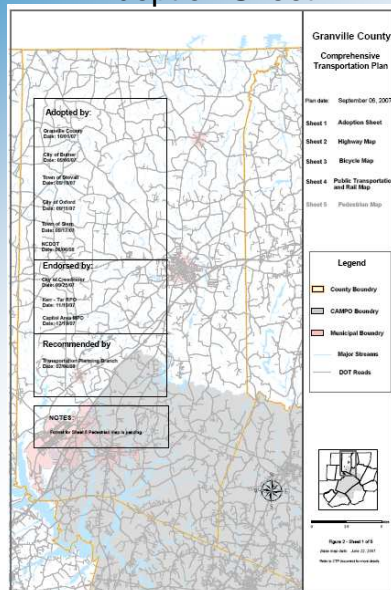
(in red)



Example CTP

Adoption Sheet

Highway Map



Benefits of a CTP

- Common, cohesive future transportation vision among the county, its municipalities, NCDOT, and the planning organizations
- Emphasis on incorporation of local priorities, local land use plans, community goals, and statewide goals (Strategic Highway Corridors)
- Customer-friendly documentation
- Emphasis on multiple modes of transportation eases travel demand and allows travelers more choices
- Well-informed public
- Corridor protection for future growth needs



Corridor Protection



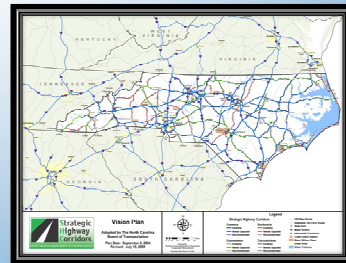
Benjamin Parkway
(Greensboro)
protected
corridor in
1981



Benjamin Parkway
after construction
in 1990

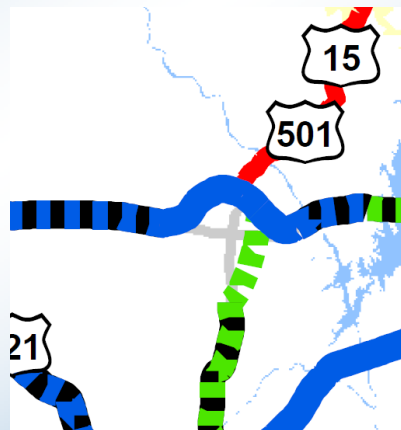
Strategic Highway Corridors (SHC)

- Primary purpose: “to provide a network of high-speed, safe, reliable highways throughout North Carolina”
- Ultimate vision for maintaining statewide mobility
 - Specifically identifies the desired facility type for each corridor
- Three main “themes”
 - Mobility and connectivity
 - Economic prosperity
 - Environmental stewardship



Strategic Highway Corridors Impact on Pittsboro

- Direct impact on Pittsboro
 - US 64
 - US 15/US 501



Freeway Facility



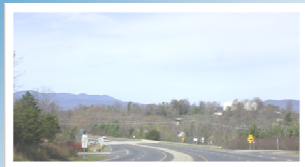
US 74 Near Waynesville



US 264 East of I-95

- High mobility, low access
- 55mph or greater
- Cross section: minimum 4 lanes with median
- Connections provided only at interchanges; all cross streets are grade-separated
- Driveways not allowed
- Traffic signals not allowed
- Examples: I-40, I-95, US 64 from Rocky Mount to Williamston, US 1 from Raleigh to Sanford

Expressway Facility



US 221 (Marion Bypass)



US 220 in Rockingham County

- High mobility, low access
- 45 to 60 mph
- Cross section: minimum 4 lanes with median
- Connections at interchanges (major cross streets) and at-grade intersections (minor cross streets)
- Driveways limited in location and number, right-in/right-out only
- Traffic signals not allowed
- Examples: US 117 north of I-40, US 74 just east of I-277 in Charlotte

Boulevard Facility



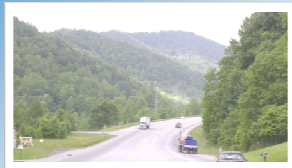
US 70 East of Goldsboro



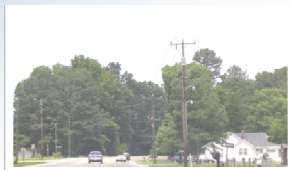
Cary Parkway

- Moderate mobility, moderate access
- 30 to 55mph
- Cross section: minimum 2 lanes with median
- Connections are at-grade intersections for most major and minor cross streets
- Driveways allowed – primarily right-in/right-out; consolidation and sharing access is encouraged
- Traffic signals allowed
- Examples: US 1 in Raleigh, NC 55 (Holly Springs Bypass), US 70 from Clayton to Garner

Major/Minor Thoroughfares



US 441 South of Dillsboro

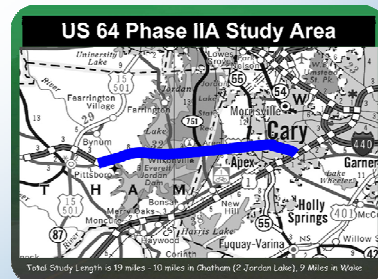
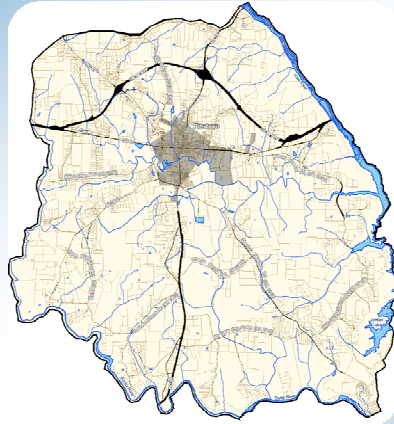


US 13 North of Ahsokie

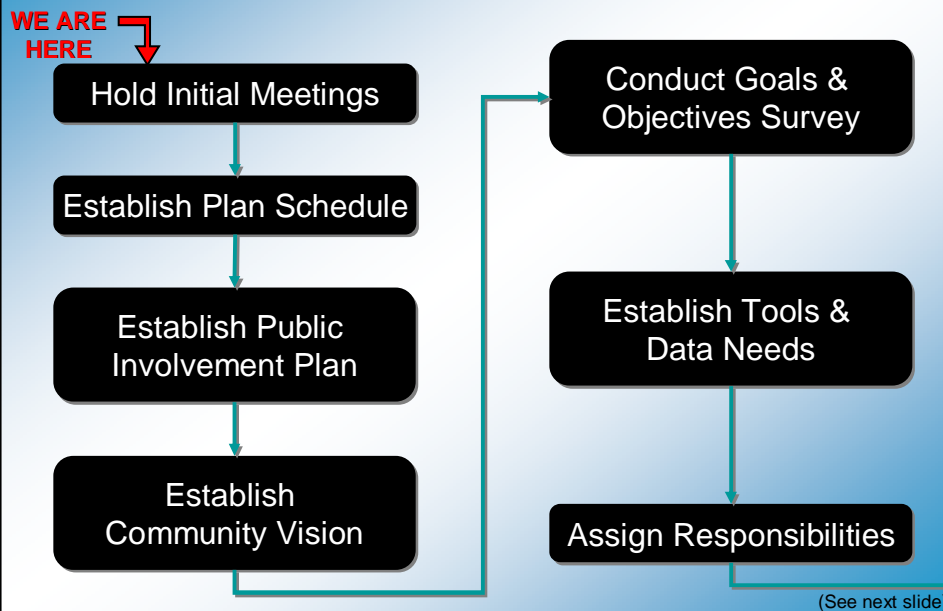
- Balanced mobility and access
- 25 to 55mph
- Cross section: minimum 2 lanes, no median; includes facilities with a continuous left turn lane
- Connections are at-grade intersections
- Driveways allowed with full movements; consolidate and share access when possible
- Traffic signals allowed
- Examples: NC 86 north of Hillsborough, US 64 in Siler City, US 70 in Kinston, NC 168 in Currituck County

Other Transportation Planning in Study Areas

- US 64 Corridor Study Phase IIA
- US 15/US 501 Corridor Improvements Study

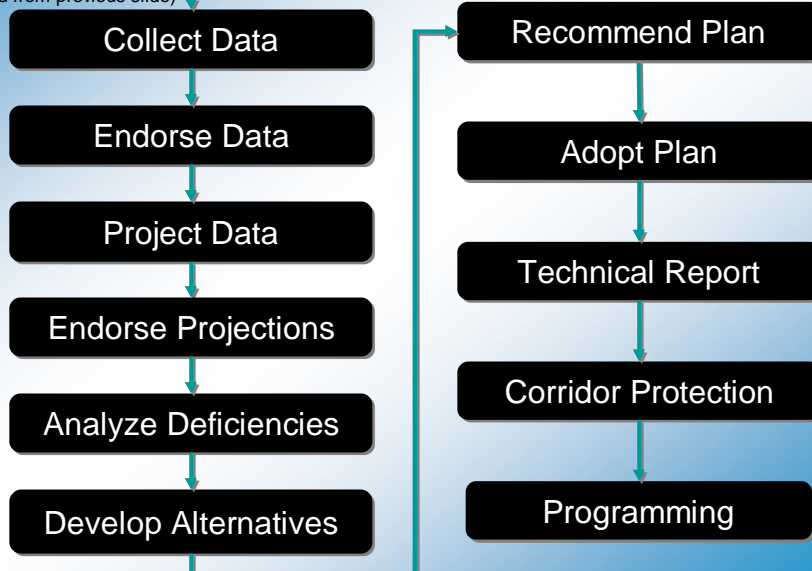


CTP Development Process



Transportation Planning Process

(Continued from previous slide)



Next Steps

- Establish Steering Committee (**Town**)
 - Town Staff
 - Elected Officials
 - RPO
 - NCDOT
 - Public
- Develop internal and external website (WSA/NCDOT)
- Determine future land use projections (**Town**/WSA)
 - Developed on TAZ level, may require some TAZ refinement
 - Roberto to interface with Town staff
- Data collection
 - Street inventory
 - Traffic counts
 - Environmental data

Next Steps

- Project future no-build traffic volumes (WSA)
- Establish potential roadway solutions (WSA)
 - Scenario modeling
 - Environmental considerations
- Steering committee / public meeting (WSA)
 - October
- Refine roadway solutions
- Steering committee meeting (WSA)
 - Late November
 - Develop final recommendations
- Commissioners / TARPO meetings
 - December
- Develop report
 - Late December



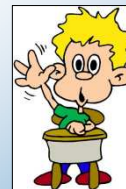
Thank you! Questions?

Will Letchworth, PE
Director of Traffic Engineering / Transportation Planning
Wilbur Smith Associates
919-755-0583
Wletchworth@WilburSmith.com



Sarah Lee
Transportation Engineer
NCDOT TPB
(919) 733-4705
selee@ncdot.gov

Paul Black
Transportation Planner
Triangle RPO
(919) 558-9397
pblack@tjcog.org



www.ncdot.org/doh/preconstruct/planning/pittsboro.html